

COUNTRY East Germany Approved For Release 2003/08/12 : CIA-RDP82-00457R015600020001-0

REPORT NO.

TOPIC Wolzow Airfield

EVALUATION

25X1

DATE OF CONTENT August to 11 October 1952

DATE OBTAINED 25X1 DATE PREPARED 24 November 1952

REFERENCES

PAGES 2 ENCLOSURES (NO. &amp; TYPE) 1 one sketch on ditto

REMARKS

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1. On 11 October 1952, construction of the installations at Wolzow airfield was generally completed. On this day, a party was given for the workmen upon completion of the frame-work. Work on the hardstands was also completed. A total of 42 such hardstands, each 36 meters in diameter, were built. Each hardstand had a rectangular extension. The plans for the construction of shrapnel-proof aircraft revetments were reportedly made in early August 1952. The construction of the prefabricated sections suggested in the first plan was rejected for an unknown reason. After about 5 October, however, the manufacture of the sections which were cast was accelerated.<sup>1</sup> Source had the impression that the final method of construction for these revetments was not yet determined. There were two versions of construction. One of the versions envisaged the construction of a shrapnel-proof wall in front of the rear entrance of the revetment. According to both versions, the prefabricated concrete slabs were to be attached to concrete poles which were fitted with clamping grooves.<sup>2</sup>
2. The eastern taxiway extends from the southern end of the runway toward the northeast. At a distance, the taxiway bends round and runs almost parallel to the runway. A concrete apron was observed at this curve. The taxiway extends beyond the curve toward the northeast for a length of about 100 meters. Several hardstands were observed along this extension. East of the eastern taxiway there was the flight control building, an administrative building under construction, and a warehouse for food and clothing. This observation was made from the south to the north. Quarters were observed east of the northern section of the taxiway which extends in northwest-southeast direction. The western taxiway at the southern end of the runway had an extension to the adjustment stand. This extension strip was about 80 meters long and led into the Meisser Berg. (3)
3. On 11 October, a Soviet AA unit was stationed north of the field, south of the Cottbus-Senftenberg railroad line. No details could be observed.<sup>4</sup>

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1.  Comment. The concrete slabs are to be used for the construction of the walls of shrapnel-proof aircraft revetments. The same observation was made at Brand airfield.

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2.  Comment. For sketch of both versions of shrapnel-proof aircraft revetments, see Annex 1.

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3.  Comment. These statements supplement a sketch of elzow airfield which was forwarded previously. 

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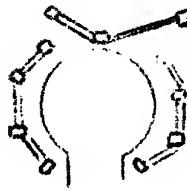
4. It is believed that the AAA unit is to protect the airfield. An air unit has not yet arrived at the field but is expected to arrive soon.

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Methods of Construction for Shrapnelproof Aircraft Revetments

Proposed at Welzow Airfield



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